



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

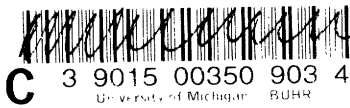
We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

HE
953
N5
U5
1907



Department of Commerce and Labor
BUREAU OF NAVIGATION

RULES AND REGULATIONS

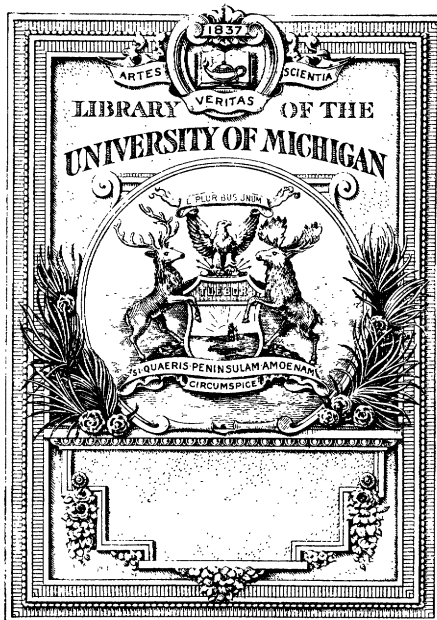
RELATING TO THE

ANCHORAGE OF VESSELS IN THE PORT OF NEW YORK

APRIL 25, 1907



WASHINGTON
GOVERNMENT PRINTING OFFICE
1907



8242

orig. copy

HE
953
.N5
U5
1907

Property of the United States Government.

Department of Commerce and Labor

U. S. BUREAU OF NAVIGATION

RULES AND REGULATIONS

RELATING TO THE

ANCHORAGE OF VESSELS IN THE PORT OF NEW YORK

APRIL 25, 1907



WASHINGTON
GOVERNMENT PRINTING OFFICE
1907

0926072.5,

AN ACT RELATING TO THE ANCHORAGE OF VESSELS IN THE PORT OF NEW YORK.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury [Commerce and Labor] is authorized, empowered, and directed to define and establish an anchorage ground for vessels in the bay and harbor of New York and in the Hudson and East rivers, to adopt suitable rules and regulations in relation thereto, and to take all necessary measures for the proper enforcement of such rules and regulations.

SEC. 2. That in the event of the violation of any such rules and regulations by the owner, master or person in charge of any vessel, such owner, master or person in charge of such vessel shall be liable to a penalty of one hundred dollars; and the said vessel may be holden for the payment of such penalty and may be seized and proceeded against summarily by libel for the recovery of the same in any United States district court for the district within which such vessel may be, and in the name of the officer designated by the Secretary of the Treasury [Commerce and Labor].

SEC. 3. That this act shall take effect immediately.

Approved May 16, 1888.

RULES AND REGULATIONS GOVERNING THE ANCHORAGE OF VESSELS IN THE PORT OF NEW YORK.

DEPARTMENT OF COMMERCE AND LABOR,
OFFICE OF THE SECRETARY,
Washington, April 25, 1907.

The following described anchorage grounds for vessels in the bay and harbor of New York, and in the Hudson and East rivers, respectively, are hereby defined and established, and the following revised rules and regulations governing the same are published for the government of the owner, master, pilot, or other persons having charge of a steam vessel towing or otherwise conducting a vessel to an anchorage in the port of New York, pursuant to the act of Congress approved May 16, 1888:

(a) Vessels shall anchor only within the following specified limits, and a vessel anchoring within any of the below described boundaries must anchor entirely within said boundaries, so that no portion of the hull shall extend beyond said boundary after veering chain or when riding to a tideway.

(b) No vessel shall anchor in any of the channels except in cases of great emergency, and then as near the edge of the channel as possible, so as not to impede or interfere with the free navigation of the same, and only until such time as they can procure assistance; and no vessel shall anchor so as to obstruct the approach to any pier or impede the movement of any ferryboat.

(c) All stakeboats used for assembling barges, canal boats, and other vessels preparatory to being made up in tows, and vessels used for storing explosives and moored only in the anchorage for explosives, as described in paragraph 2, No. 27, page 9, may be moored under permits granted by the supervisor of anchorages and moored only in such places as he may designate.

(d) A vessel upon being notified to move into the anchorage limits must at once get under way or make a signal for a tug.

(e) Permits may be granted by the supervisor of anchorages to wrecking plants to anchor in the channel for the purpose of recovering sunken property, subject to his supervision. Such wrecking plants must comply with all the navigation laws in regard to lights, fog signals, etc., and in granting such permit the Government assumes no responsibility.

(f) Points where cables and pipes cross the anchorage grounds are marked in red on the accompanying maps, and all vessels are cautioned not to anchor so as to interfere with them.

(g) All ash scows, the property of the municipalities bordering on the waters of the port, may be anchored in such places as the supervisor of anchorages may designate.

(h) The creation of any obstruction, not affirmatively authorized by law, to the navigable capacity of any waters, in respect of which the United States has jurisdiction, is hereby prohibited.

(i) No vessels shall occupy permanent berths in the anchorages except as provided for in these anchorage rules and regulations.

(j) The supervisor of anchorages shall assign berths in the respective anchorages to all vessels applying for them.

(k) All officers of revenue vessels at the port of New York are charged with the enforcement of these rules and regulations, and are empowered to remove from her anchorage any vessel not anchoring within the prescribed limits.

EAST RIVER ANCHORAGES.

(SEE PLATE NO. 1.)

1. To the northward of a line from the south point of Hart Island to Wrights Point.
2. To the westward of a line from Wrights Point to Throgs Neck.
3. To the southward of a line from buoy off Sands Point to buoy off Gangway Rock.
4. To the southward of a line from buoy off Gangway Rock to center of Stepping Stones Lighthouse.
5. To the eastward of a line from the center of Stepping Stones Lighthouse to Willets Point.
6. On Hammond Flats, to the northward of a line from Throgs Neck to Old Ferry Point.
7. To the southward of a line from Willets Point to Whitestone Point.
8. On the north side of the channel, north of a line between Old Ferry Point and Hunts Point.
9. On the south side of the channel, south of a line between Whitestone Point and buoy (No. 1) off College Point, and to the eastward of a line running from said buoy to College Point.
10. In Flushing Bay, to the southward of a line from College Point to the north end of Rikers Island.
11. To the southward of a line from the north end of Rikers Island to the north end of South Brother Island, thence to Lawrences Point.
12. To the westward of a line from Stony Point to northeast end of Wards Island; and between Wards Island and Randalls Island, and between Randalls Island and Port Morris.
13. To the westward of a line from the foot of One hundred and sixteenth street, New York, to the north end of Avenue B, New York, but no vessels shall anchor on this anchorage within 150 feet of any wharf or pier, or so as to impede the movements of a ferry, or so as to prevent ready access to or from the piers.
14. To the eastward of a line from Hatters Dock to Gibbs Point (Hallets Cove, Astoria).

(SEE PLATE NO. 2.)

15. To the southward of Thirty-second Street Pier and the northward of Twenty-fourth Street Pier, and to the westward of a line passing through the horizontal-striped buoy off Nineteenth street, running thence N. by E. $\frac{1}{4}$ E. (cor. mag.). Vessels may anchor anywhere within these limits, provided they do not obstruct the approach to any pier or impede the movements of any ferryboat; and the officer in charge of anchorage grounds may, whenever he deems it advisable, move or cause to move any vessel not, in his opinion, complying with this proviso.

Range for outer boundary of this anchorage: When steering on this range (N. by E. $\frac{1}{4}$ E., cor. mag.) you should look squarely into the new Forty-second Street Ferry Slip, on the center of the axis of which is a prominent dark chimney.

SOUTH ANCHORAGE, HUDSON RIVER.

(SEE PLATE NO. 3.)

16. Vessels may anchor in the Hudson River to the westward of a line 100 yards west of the center line of said river; that the northeast boundary of this anchorage shall be a line drawn from the southeast corner of Gokey's drydock just below the Weehawken terminal of the West Shore ferries to the end of the Thirty-fourth Street Pier, New York; that the

southern limit of this anchorage be a line from the end of the Erie Railroad Company's Coal Pier, Hoboken, to the end of the Twenty-fifth Street Pier, New York, about SE. $\frac{3}{8}$ E.

MIDDLE ANCHORAGE, HUDSON RIVER.

(SEE PLATE NO. 4.)

17. Vessels may anchor in the Hudson River within the limits of the port of New York to the westward of the center line of said river running about NE. $\frac{1}{2}$ N. (cor. mag.) from Castle Point, Hoboken, through the white anchorage buoy off Sixtieth street to the northward of a line running from the southeast corner of West Shore Pier No. 3, Weehawken, to the center of the Fifty-fourth Street Pier, New York, about SE. $\frac{1}{2}$ E. (cor. mag.) and to the southward of a line running from the outer end of the Guttenburg Pier to the outer end of the West Seventieth Street Pier, New York.

In no case shall a vessel anchor within 200 yards of the shore in either of these Hudson River anchorages.

UPPER ANCHORAGE, HUDSON RIVER.

(SEE PLATE NO. 4.)

18. To the northward of a line drawn from the pier on the Guttenburg side directly across the river to Eightieth street, New York (cor. mag.), to the westward of a line parallel to and 125 yards to the westward of the center line of the river.

NOTE.—Small vessels may anchor inside the pierhead lines as established by the Board of Engineers, United States Army, along the east bank of the Hudson River between Eighty-first street and One hundred and twenty-first street, and between One hundred and thirty-second street and One hundred and fifty-eighth street, in the discretion of the supervisor of anchorages, but the officer in charge of anchorage grounds may, whenever he deems it advisable, move or cause to move any vessel not, in his opinion, complying with this proviso.

NAVAL ANCHORAGE, HUDSON RIVER.

(SEE PLATE NO. 4.)

19. An anchorage is set aside for naval vessels to moor in a single line on the east side of Hudson River north of Seventy-ninth street, and thence to Fort Washington Point, and above that point if necessary. Its southernmost limit shall be north of the northernmost cable crossing the river at Seventy-ninth street, and extending northeastwardly on the east side of the river. Anchors shall be let go to the eastward of a line drawn 250 yards from the end of the pier at Seventy-ninth street to 250 yards from the end of the pier at the foot of One hundred and twenty-ninth street; thence to a point 330 yards from the pier at the foot of One hundred and fifty-eighth street; and thence northeastwardly, following the general line of the 24-foot curve on the east side of the river and 250 yards distant from the salient point of this curve. No ships shall anchor within a limit of 300 yards of the prolongation of One hundred and thirtieth street, in order to give free passage for the Fort Lee ferryboats. The destroyers and other light-draft naval vessels may anchor on the west side of the river west of the 18-foot curve as shown on Coast Survey chart No. 369*.

WESTERN ANCHORAGE, UPPER BAY.

(SEE PLATE NO. 5.)

20. To the southward of a range passing through Wall Street Ferry, Brooklyn, and the white buoy to the north and east of Ellis Island; to the westward of a line running SW. by S. (nearly) from the said white buoy to a point one-half mile east from Robbins Reef Lighthouse, and to the northward of a line from Constables Point to Robbins Reef bell buoy; thence to the aforementioned point $\frac{1}{2}$ mile E. of Robbins Reef Lighthouse.

In order to prevent vessels fouling the Ellis Island cable, the buoy marking the northern limit of the channel to Ellis Island and the buoy marking the southern entrance to said channel have been moved so as to leave a space of 800 yards of clear water between the anchorage grounds north of the Ellis Island Channel and the anchorage grounds south of said channel, but the ranges otherwise retain their same magnetic bearings.

No vessels shall anchor in the Black Tom or Greenville dredged channels nor near the entrances to said channels so as to obstruct the approaches or interfere in any way with the free navigation of the same.

NOTE.—Vessels are especially cautioned not to anchor in Ellis Island Channel, thereby endangering the cable in said channel. In addition to the penalty for illegal anchorage, the owners of vessels which foul the above-mentioned cable will be liable for the damage resulting therefrom, including the cost of clearing, which should be done, in order to reduce the injury to a minimum, by signaling for the Western Union Company's tug.

EASTERN ANCHORAGE, UPPER BAY.

(SEE PLATE NO. 6.)

21. To the southward of a line passing through the Statue of Liberty on Bedloes Island, the two white buoys marking the north limit of anchorage ground and the southern point of the north entrance to the Erie Basin; to the eastward of a range passing through Produce Exchange tower and buoy No. 14 and bell buoy off Owls Head, and thence marked on the eastern and southeastern limits by four white anchorage buoys along the western edge of the widened Bay Ridge and Red Hook channels. These buoys will eventually be replaced by proper channel buoys marking the edge of the dredged channel. On and after July 1, 1901, vessels will not be allowed to anchor to the eastward and southward of said line of buoys. Small vessels may, in the discretion of the supervisor of anchorages, anchor to the southward and eastward of the Bay Ridge Channel, provided they are inside of the pierhead lines as established by the Board of Engineers, United States Army. Small vessels may, in the discretion of the supervisor of anchorages, anchor at the mouth of Gowanus Bay, to the eastward of a line tangent to the southwestern edge of Erie Basin Bulkhead, and running thence S. by E. (cor. mag.), but so as to leave a clear channel of 150 yards along the northern shore. The supervisor of anchorages may, in his discretion, remove any vessel not complying with the provisions hereof.

EASTERN ANCHORAGE, LOWER BAY.

(SEE PLATE NO. 7.)

22. To the eastward of a line drawn through Fort Lafayette and buoy No. 4 (approximate magnetic bearing S. $\frac{1}{4}$ E.) of Ambrose Channel, and to the northward of such buoys as may ultimately mark the new Ambrose Channel, except that to the southward of Nortons

Point and Coney Island, vessels shall not anchor on or to the northward of the line of the Commercial Cable, as shown on the charts, thus insuring a free passage to shipping using the new Ambrose Channel or bound to the eastward along the south shore of Coney Island.

STATEN ISLAND ANCHORAGE.

(SEE PLATES NOS. 7 and 8.)

23. To the southward of a line from St. George Ferry Flagstaff to the white buoy off St. George Landing, and to the westward of a line running S. $\frac{3}{4}$ W. (nearly) from the white buoy off St. George Landing, through the white buoy off Tompkinsville, and as far south as the white buoy off Clifton, Staten Island. (See Plate No. 8.) To the westward of a line running SSE. $\frac{1}{4}$ E. (nearly) from Fort Tompkins to the buoy on Craven Shoal; thence to buoys Nos. 11, 9, and 7; thence to Conovers Beacon.

The part of anchorage 23 lying between the northern boundary and the white buoy 800 yards south of said boundary is reserved for ships of war of all nations and vessels of the United States Government.

QUARANTINE ANCHORAGE.

(SEE PLATE NO. 8.)

24. To the southward of a line passing through Clifton, Staten Island, and the white buoy off this point, and to the westward of a line from the buoy off Clifton, Staten Island, to the bell at Fort Wadsworth.

Vessels arriving at quarantine and awaiting inspection may anchor temporarily to the westward of a range passing through Craven Shoal Buoy and Robbins Reef Lighthouse, but as soon as cleared by the quarantine officer must vacate this temporary anchorage, and if detained in quarantine, must at once move into the quarantine anchorage.

SANDY HOOK ANCHORAGE.

(SEE PLATE NO. 7.)

25. To the southward of a line extending from East Beacon to Bayside Beacon (Point Comfort). In order to prevent injury to the submarine cables, vessels are forbidden to anchor when the East Beacon Lighthouse bears anywhere between the compass bearings of WSW. $\frac{1}{2}$ W. and SW. by W. $\frac{3}{4}$ W. from the vessel, unless the said vessel is to the northward of the northern line of buoys of Gedneys Channel.

(SEE PLATE NO. 7.)

26. Vessels may anchor on Dry Romer Shoal and Flynns Knoll. Care must be observed not to foul the United States Signal Corps cable (shown in red on the chart), which crosses Flynns Knoll.

ANCHORAGE FOR EXPLOSIVES.

(SEE PLATES NOS. 1 and 5.)

27. Vessels carrying gunpowder or other explosives may anchor only as follows:

First. On the shoal ground to the eastward of Rikers Island, East River, from one-fourth to five-eighths of a mile from this island.

Second. On the New Jersey Flats between a line drawn parallel to and 1,500 feet to the south of the Black Tom dredged channel and a line drawn parallel to and 1,500 feet north

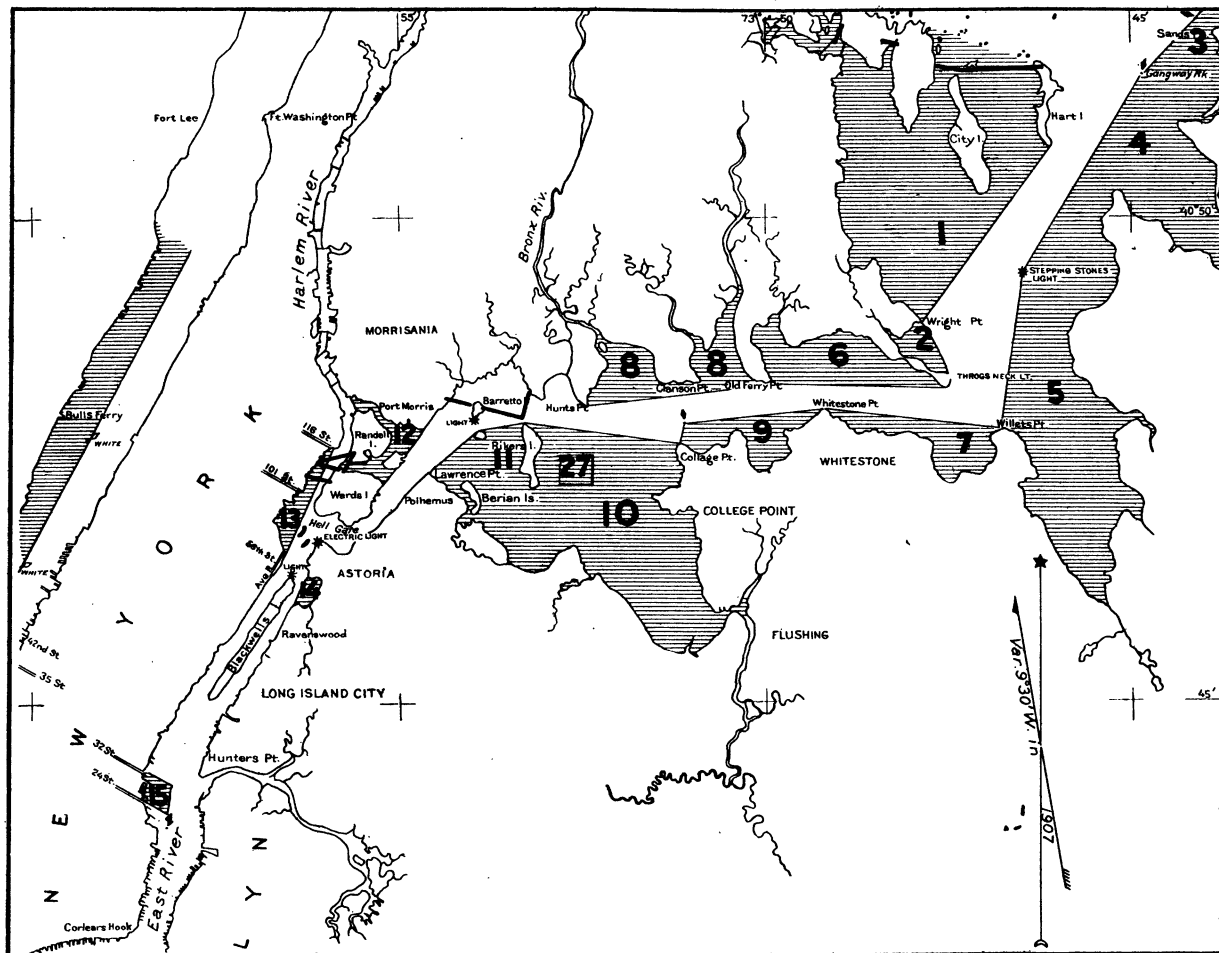
U O P N

of the Greenville dredged channel, and to the westward of a line from Bedloes Island to Robbins Reef, provided that they do not anchor within 1,000 yards of Bedloes Island, or within 500 yards of any pier.

Third. Vessels (carrying explosives) of too great draft to use the above anchorages may anchor only in Gravesend Bay, on a line drawn from Fort Hamilton to the western tip of Nortons Point, Coney Island, but not within 1,000 yards of the shore. All vessels laden with explosives while within the port will display at all times a red flag of at least 16 square feet surface at the masthead. Vessels so laden and without masts will display the flag at least 10 feet above the uppermost deck. All such vessels must be at all times in charge of competent persons and must comply with the navigation laws in regard to lights and fog signals.

OSCAR S. STRAUS,
Secretary.

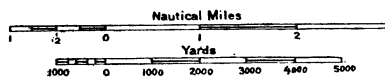
1700



EAST RIVER ANCHORAGES.

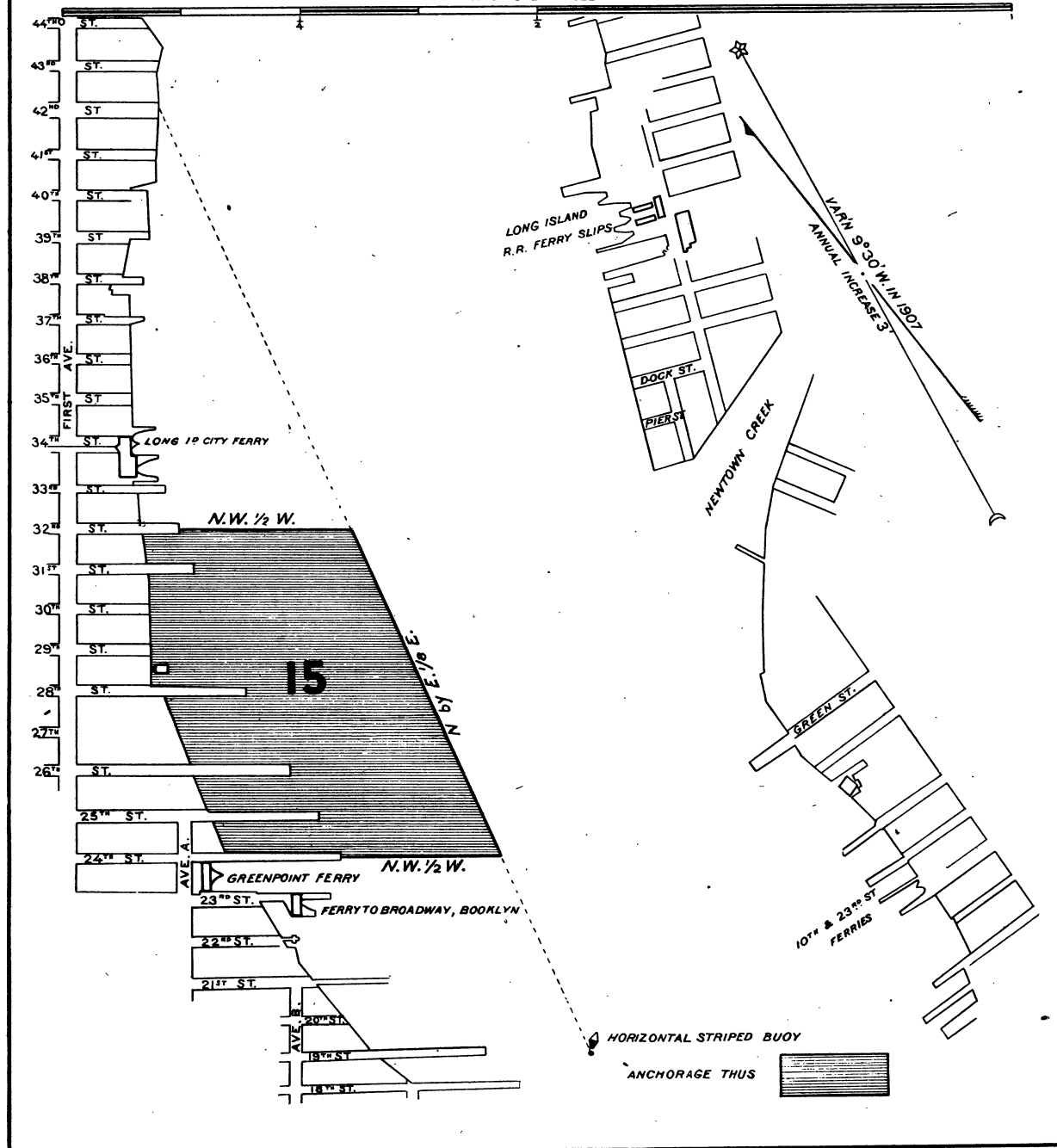
CABLE CROSSING ON ANCHORAGE GROUNDS SHOWN THUS

ANCHORAGE THUS.



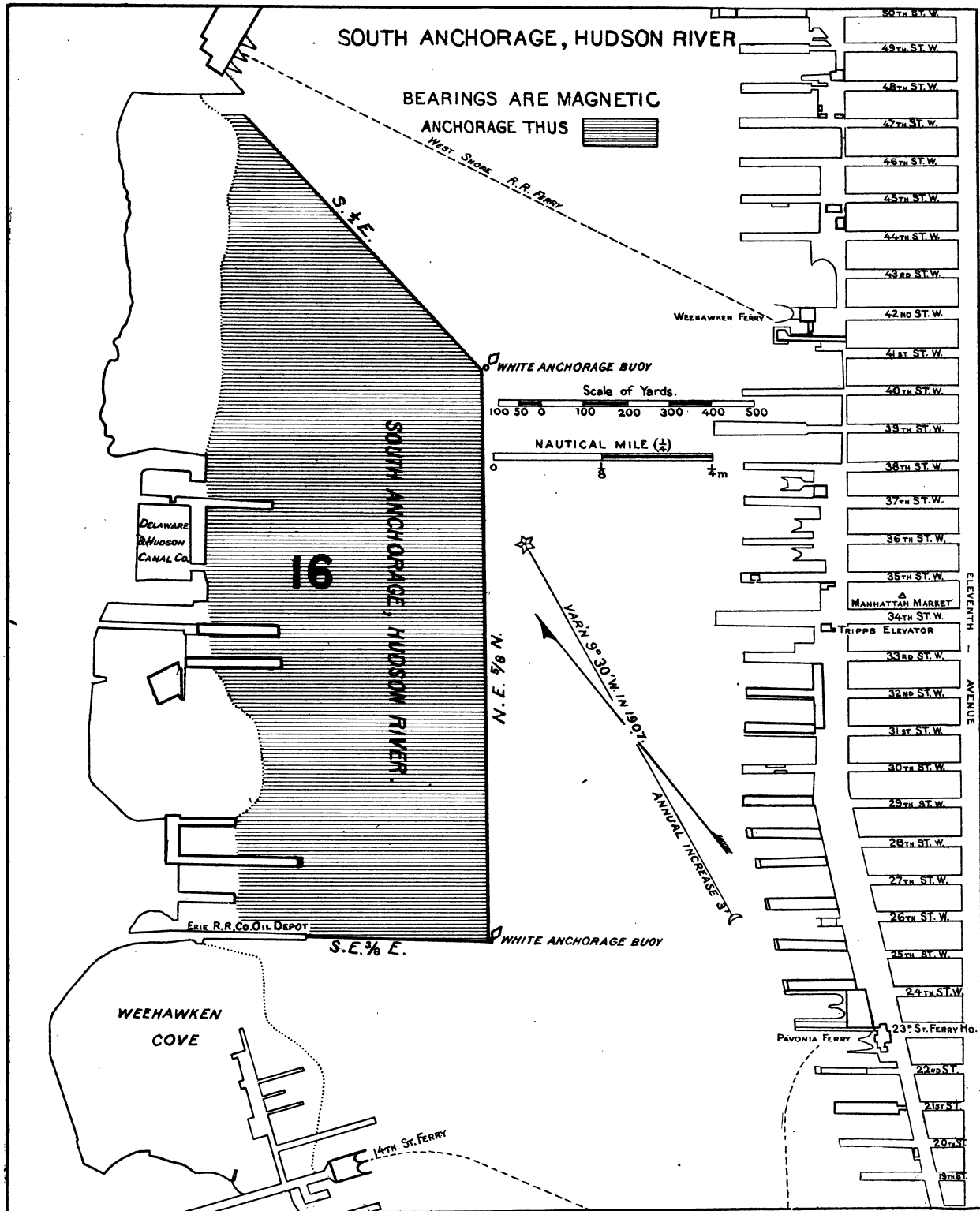
EAST RIVER ANCHORAGE OFF 26TH STREET

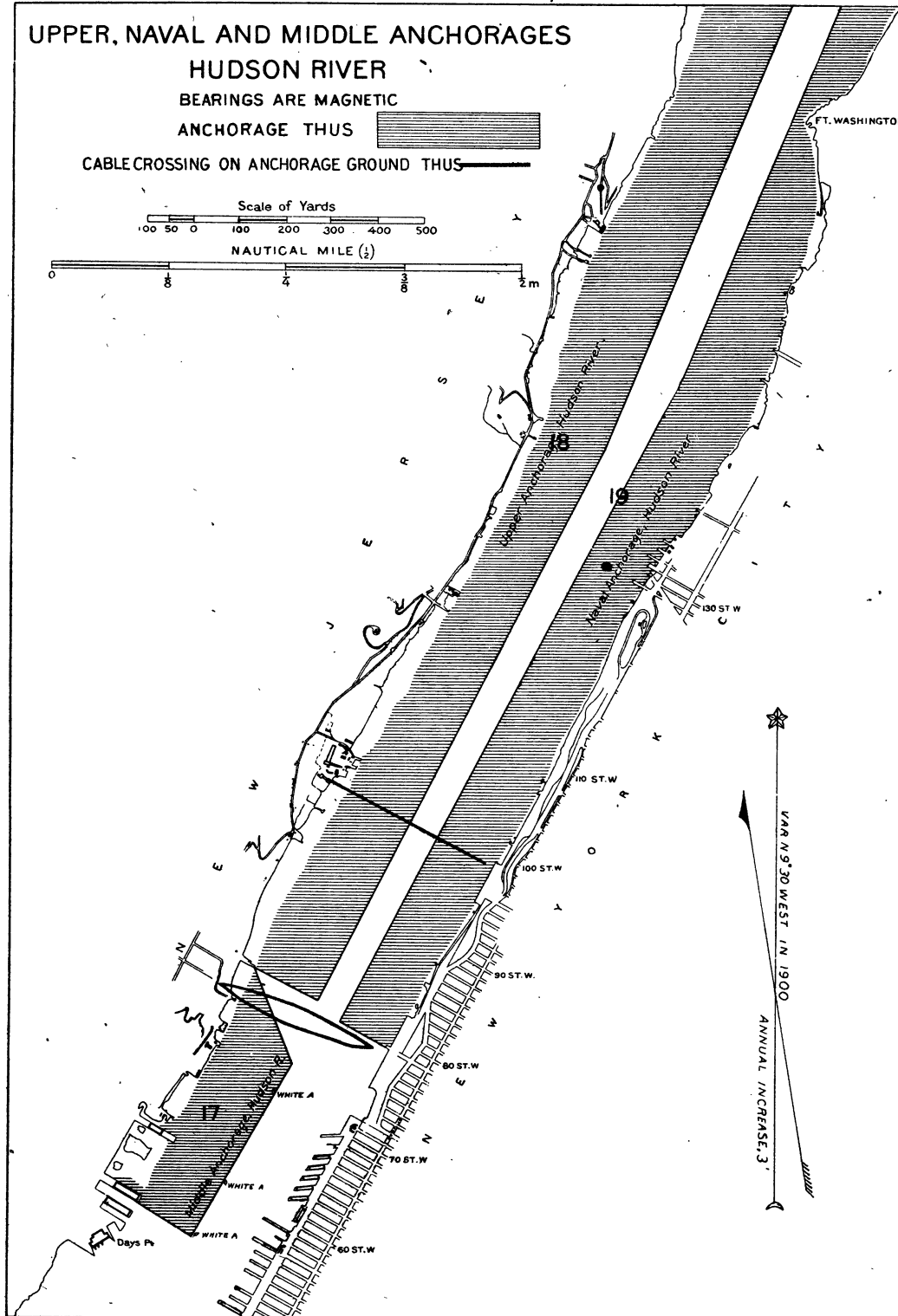
BEARINGS ARE MAGNETIC
SCALE OF YARDS
100 50 0 100 200 300 400 500
NAUTICAL MILE



U.S.N.

111111



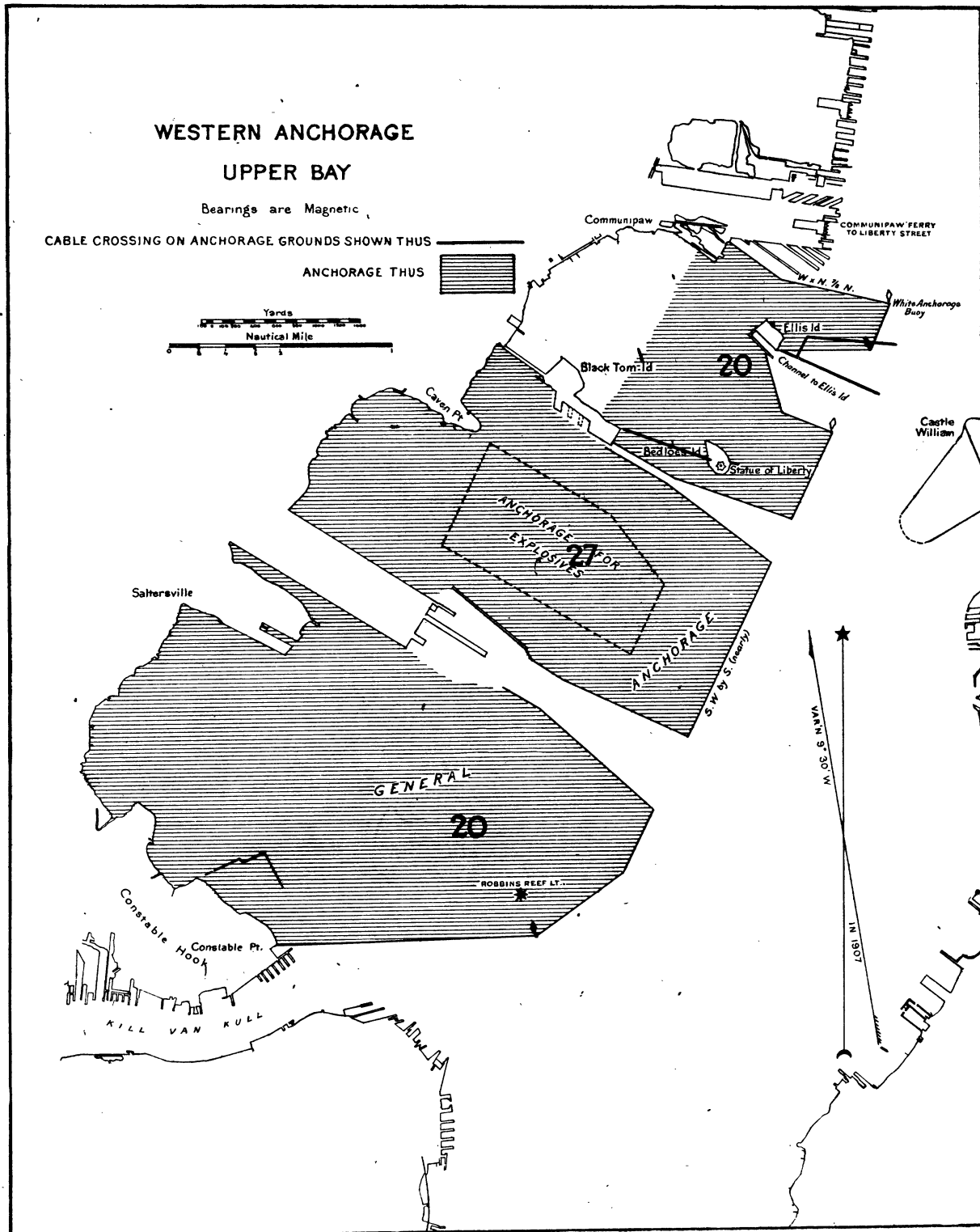


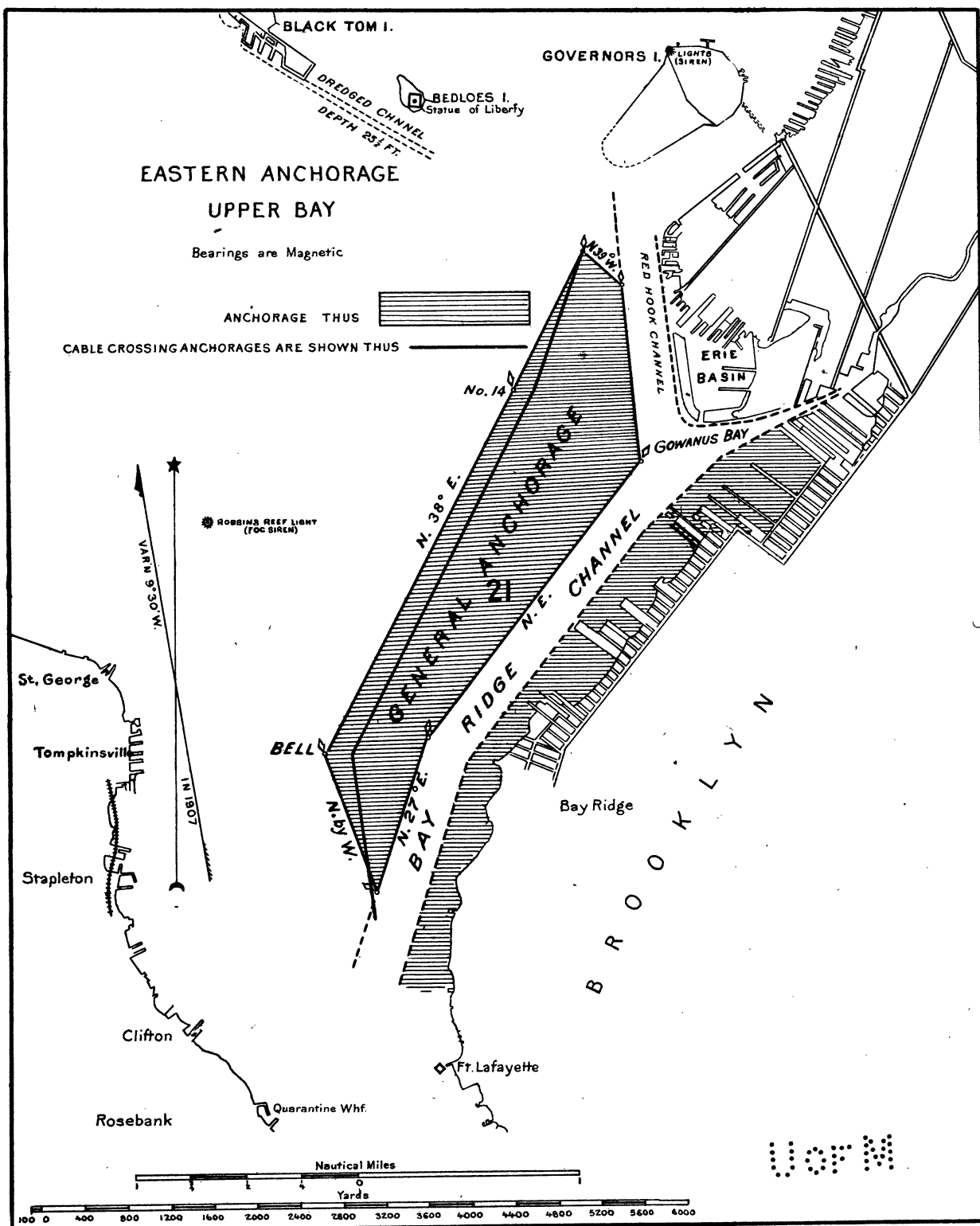
WESTERN ANCHORAGE UPPER BAY

Bearings are Magnetic

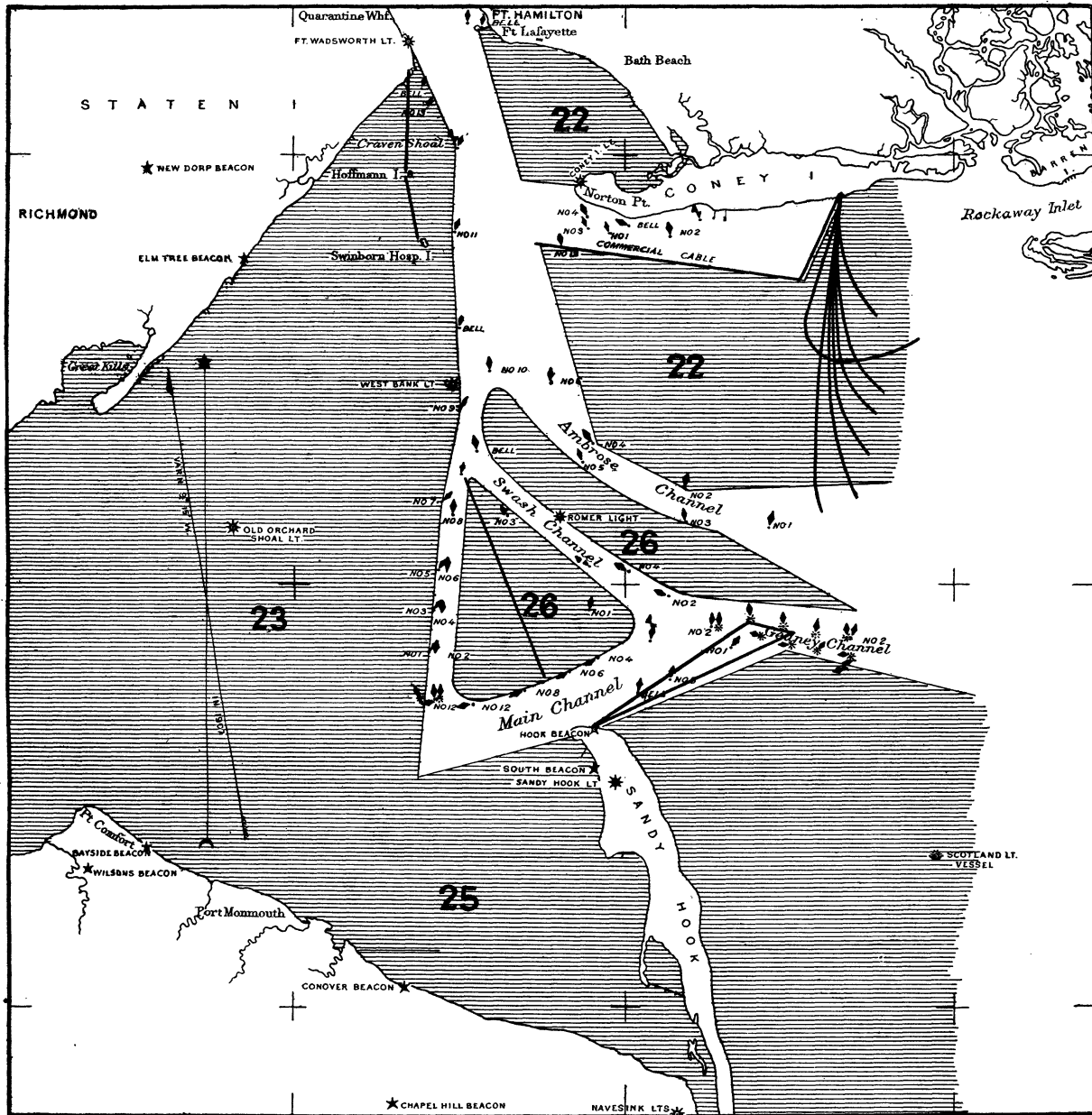
CABLE CROSSING ON ANCHORAGE GROUNDS SHOWN THUS

ANCHORAGE THUS





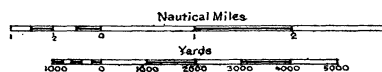
W7011



LOWER BAY AND SANDY HOOK ANCHORAGES

CABLE CROSSING ON ANCHORAGE GROUNDS SHOWN THUS ———

ANCHORAGE THUS [Hatched Box]



DO NOT

